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1887. NOW READY. 1887.
THE CHRONICLE AND DIRECTORY
FOR 1887.
WITH WHICH IS INCORPORATED
THE CHINA DIRECTORY.
(TWENTY-FIFTH ANNUAL ISSUE).
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A. S. WATSON & CO., LTD.
HONGKONG DISPENSARY.
Hongkong, 15th September, 1887.

NOTICE TO CORRESPONDENTS.
Orders for extra copies of this Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.
TELEPHONE NO. 12.
BIRTH.
At Newburgh, on the 14th November, the wife of J. FIDON, M.D., of a son.
MARRIAGE.
At Trinity Cathedral, Shanghai, on 28th November, by the Ven. Archdeacon Monks, GEORGE BOWEN, Douglas Macdonald, M.B., C.M., of Hongkong, son of Surgeon Major James Macdonald, M.B., M.A., of Epsom, Surrey, and Miss Margaret Macdonald, daughter of Andrew Davidson, Esq., M.D., F.R.C.P., of Beaconsfield, Bucks.

DEATH.
At the Central Schoolhouse, at 9 p.m., on Sunday, the 4th instant, the infant son of Mr. and Mrs. A. FALCONER. The funeral will take place at the Cemetery this morning at 9 o'clock.

The Daily Press.
HONGKONG, DECEMBER 5TH, 1887.

A suggestion thrown out by our correspondent "British Kowloon" to the effect that instead of forming a vast necropolis in the northern part of the Kowloon peninsula a cemetery should be made on some neighbouring island would be a good one were it practicable. Our correspondent does not point out the island he deems suitable for the purpose, and we fail to discover one among the dependencies of the colony that would be suitable. Stonecutters' Island is occupied by forts, the lazaretto, and the Powder Magazine; and Apichew is unsuitable for the purpose from the steepness of its declivities, and its limited area. Lamma Island would be admirably for the purpose, but unfortunately, though geographically a dependency of Hongkong, it does not appear to have been acquired with it. The omission is unaccountable, as it was obviously desirable that we should have the island if only for its strategic position. Possibly it could be acquired by purchase from the Chinese Government, to whom it is of no value. The rights of the scanty population of fishermen and squatters would have to be respected, but they could easily be compensated for whatever loss they might sustain by a cemetery being formed there. There are two or three splendid spots on the island, where extensive cemeteries could be formed which would suffice for the needs of the colony for a century to come, even supposing that cremation is not generally adopted long before that period arrives. The distance from the city would be of course a drawback to some extent, but practically it would not be greater than to Kowloon, and a small but strong and good sea boat might be built and kept for the purpose of conveying funerals across. But, as we have said, before this scheme can be carried out, the island would have to be acquired from China. We are in possession of British Kowloon, and we do not think the objections to a cemetery there, shut in among the hills at the back, would be serious, or likely to endanger the health of residents either at Tsim Sha-tui or Yau-ma-tei. It is differently situated as regards the settled portions of the peninsula from the cemeteries at Hongkong, which lie in such positions as to be in the track of monsoon breezes ere they reach the city of Victoria. In any case, the attention of the Government should be directed to this question of the cemeteries, and investigation be made to ascertain how far it is responsible for the sickness which has for the past two years prevailed in the Western District. One thing at least is certain, the Chinese cemetery at Mount Davis should be closed and some other site discovered. A very superficial inquiry will soon discover that the mode of sepulture is faulty, the soil and site unsuitable, and the contiguity to habitations dangerous to health. Surely no further arguments are necessary to demonstrate the folly of postponing the step, more especially as the population is daily increasing in the near neighbourhood of the burial ground.

The lamentably fatal fire which occurred on Thursday evening brings into startling relief the constant danger in which a large proportion of the population of Hongkong live. Nearly all Chinese houses in the colony have mezzanine floors or cocklofts, from which escape in the case of fire cutting off access by the stairs is absolutely impossible. There are no windows, as rule, in these places, and the air-holes are not large enough to allow a person's body to pass through. When it is remembered, too, that the floor below is generally divided by thin wooden partitions affording material for the rapid spread of fire, it is surprising that there have not been more cases of persons occupying these cocklofts failing to escape when the fire alarm has been given. As far as can be gathered from the evidence given at the inquest, there

would have been no possibility of saving the lives of the persons burnt in their deaths at 31, Pound-lane, were it not for the fact that they were inside. Lo Chi Hing, the only occupant of the cockloft who escaped, said he heard the cry of fire; he called out himself and ran down into the street, and as soon as he got there he saw that the staircase was on fire. He had been a few seconds later, therefore, he also would have been unable to save himself. Another man who went up to try to save his wife was unable to make his way down again and perished in the flames. Sergeant HALL, who appears to have been the first policeman on the spot, says that when he arrived the front of the house on the top floor was burning fiercely. The floor of the cockloft must therefore have been in flames and the unfortunate people who lost their lives must have been suffocated and burnt before that time. Sergeant HALL says that about three or four steps of the staircase, from the top, were on fire, so that at that time escape from the first-floor would have been impossible, and the steps to the cockloft, leading from the first floor, and which could not be seen from the street, must have been entirely in flames. Some remarks have been made in connection with this case alleging a want of humanity to have been shown by the man who escaped. This is a charge which is often made against the Chinese with only too good reason, but we fail to see any foundation for it in the present instance. Lo Chi Hing, the man alluded to, heard the cry of fire, he called out himself, and rushed down the stairs as quickly as he could, which, it must be confessed, was a very natural proceeding. The other occupants of the cockloft probably heard the alarm as well as Lo Chi Hing, but did not act upon it with the same alacrity. Possibly some of them who might have escaped lost their chance by staying to gather up their effects. The risk to which Chinese will expose themselves in order to save their property is well known, and was remarked in the recent fire in Wing On Lane, when it was with the greatest difficulty they could be restrained by the Police from running into the most imminent danger. The loss of life which occurred in the fire of Thursday night is deeply to be deplored, but no blame can be attached to any one in connection with it. It was, so far as can be ascertained, purely accidental. But the fire is suggestive of great danger, not only as regards the occupation of cocklofts as sleeping chambers, but also the difficulty of getting water to the case of emergency on the higher levels. Now that the pressure on the house accommodation has become so great, the Chinese, like the Europeans, only in less degree, are being driven up the hill, and fire on the higher levels may naturally be expected to be more frequent than they have been in the past. This is a contingency that the Fire Department should take into consideration and as far as possible provide for. At present there is necessarily great loss of time before water can be procured in such situations. The fire in Pound Lane had practically burnt itself out before any considerable stream was brought to bear upon it.

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1. *Phragmites* (Common Reed)

SE. WATERMAN.		DESTINATION.
NO.	CONSIGNEES.	
YAGASAKI.		
16TH NOVEMBER, 1887.		
REAGMERS.		
6	Holms, Ringer & Co	
7	Holms, Ringer & Co	
1	Mitsui Bussan Kaisha	
1	Holms, Ringer & Co	
2	Nippon Yusen Kaisha	
3	W. W. Luke & Co	
5	Holms, Ringer & Co	
SAILING VESSELS.		
1	Nippon Yusen Kaisha	
KŌBE.		
21ST NOVEMBER, 1887.		
STEAMERS.		
2	Captain	
7	M. Helmann & Co	
5	H. E. Reynold & Co	
7	Boers & Co.	
7	Smith, Baker & Co	
7	E. H. Hunter & Co	
SAILING VESSELS.		
3	Chinese	
1	C. & J. Trading Co.	
8	C. & J. Trading Co.	
	C. & J. Trading Co.	
YOKOHAMA.		
19TH NOVEMBER, 1887.		
REAGMERS.		
3	Smith, Baker & Co	
9	Simon, Evers & Co	
7	Lighthouse Department	
5	Messageries Maritimes	
4	C. & O. S. E. Co	
10	Nippon Yusen Kaisha	
SAILING VESSELS.		
71	Captain	
41	Master	
18	Captain	
18	Middleton & Co	

DEPARTURES.		DESTINATION.
NO.	CONSIGNEES.	
MANILA.		
On 21st November, 1887.		
STEAMERS.		
49	B. G. Tan-Auco	
58	J. E. Reyes	
SAILING VESSELS.		
18	W. F. Stevenson & Co	New York
31	W. F. Stevenson & Co	United States
40	W. F. Stevenson & Co	
48	Smith, Bell & Co	S. Francisco
55	W. F. Stevenson & Co	Liverpool
93	Ker & Co	
44	Smith, Bell & Co	
50	Smith, Bell & Co	S. Francisco
2	Findlay, R. & Co	
10	W. F. Stevenson & Co	New York
09	W. F. Stevenson & Co	New York
02	Order	
77	Findlay, R. & Co	
73	Order	
ILOILO.		
On 12th October, 1887.		
34	W. F. Stevenson & Co	New York.
CEBU.		
On 10th October, 1887.		
30	Smith, Bell & Co	New York
HAIPHONG.		
On 10th October, 1887.		
STEAMERS.		
81	Wing Fat Cheong	
19	Ulysses Pila & Co	
SAILING VESSEL.		
83	Ulysses Pila & Co	

BANGKOK.	
ON 5TH NOVEMBER, 1887.	
HEADERS.	
47 W. Rose & Co	
23 Lee Hing	
SAILING VESSELS.	
A. Markwald & Co	
Le Po Wat	
Windsor, Rose & Co	
A. Markwald & Co	
Chin Sang	
Windsor, Rose & Co.	
Phya Peromnoubot	
W. Rose & Co	
IN THE CHINA SQUADRON.	
CAPTAIN.	WHERE AT.
Com. R. B. Maconochie	Amoy
Capt. R. H. Harris	raining
Captain H. C. Kable	Australia
Lieut. Com. Estelzer	Hongkong
Captain Koppel	Hongkong
Captain H. C. Boys	Hongkong
in reserve	Hongkong
Lieut.-Com. Adams	Hongkong
Com. Deschamps	Hongkong
Captain C. J. Balfour	Canton
Capt. Martin J. Dunlop	Hongkong
Com. W. H. Maressek	Yokohama
Lt.-Com. W. H. Watkinson	Tientsin
Capt. J. H. Martin	Shanghai
Captain T. H. Roysse	Singapore
Com. W. Usherov Moore	Shanghai
Lt.-C. Maitland-Douglas	Hongkong
Capt. W. C. Kerlake	Shanghai
Capt. A. H. Alling on	Yokohama
—	Hongkong
Commodore Bromley	Shanghai
in reserve	Shanghai
Commodore Maxwell	Hongkong
Com. McArthur	Canton
in reserve	Hongkong.
CHINA AND JAPAN STATION.	
CAPTAIN.	WHERE AT.

Capt. Byron Wilson	Kobe
Captain T. F. Jewell	Cardinals
Ccm. Henry Glass	Xokohama
Capt. T. O. Saffridge	Chongking
Capt. J. M. T. Nelson	Xokohama
Captain Bapé	Whampoa
Captain De Lorree	Hankow
Lieut. Bertel	Hongkong
Commander Neung	Hankow
Captain de Booyhrai	Touane
Commander Forest	Sueatsi
Captain Veron	Shanghai
Captain Dupuis	Nagasaki
Ccm. L. B. G. Marcell	Shanghai
Capt. L. G. von Elzholdt	Hongkong
Commander von Hoven	Cruising
Captain Jasschke	Newchwang
Captain Franz Muller	Poohow
Capt. de la Cote Cabel	Macao
Capt. R. K. R. Smith	Macao
Capt. Gouzeis	Macao
Lt.-Com. C. R. Carnisha	Hongkong
Lt.-Com. C. M. F. Vianu	Macao
Captain Schuler	Shanghai
Capt. M. H. Moschikoff	Yokohama
Captain Serrysloff	Yokohama
Commander Moltoff	Korea
Captain Zerine	Yokohama
Commander V. Brandt	Yokohama
Commander Avellan	Manila
Captain Surief	Yokohama
Commander Boyle	Yokohama
Commander Heck	Yokohama
Captain Lang	Yokohama
Commander Muhroff	Yokohama
Commander Molchomsky	Yokohama
Capt. D. E. Zenzaga	Manila